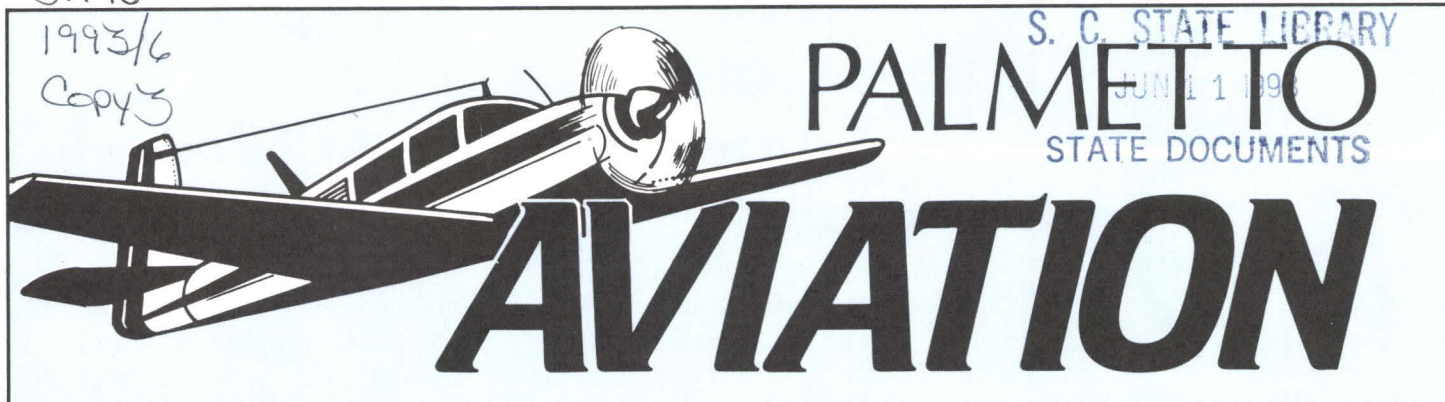


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June 1993

Safety Ordinances Needed for S.C. Airports

South Carolina's airports will be facing many obstacles in the months ahead, some greater than others. But none more important than airport safety zones.

At the end of 1991, each airport was mailed an Airport Safety Zoning Ordinance "sample". The Airport Development division of the Aeronautics Commission received very little response to that mailing, so the ordinance was sent again. By now, each airport should have a copy of the "South Carolina Airport Special Purpose District Ordinance", and should be using it to form ordinances of their own.

In addition, each airport should

also have a FAA Advisory Circular titled "A Model Zoning Ordinance to Limit Height of Objects Around Airports." This will be useful in fulfilling the required regulations as specified under Chapter 13 of the South Carolina Code of Laws 55-13-10.

It is imperative for each airport to have these airport safety zoning ordinances in place.

Further, the FAA also has regulations governing compatible land use in the assurances provided for the sponsor as a part of the project application requesting funds.

The following is an excerpt from Airport Sponsor Assurances, Section 20 and 21, which states:

20. Hazard Removal and Mitigation. It (sponsor) will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use. It (sponsor) will take appropriate action, including the adoption of zoning laws, to the extent reasonable, to

See Airport Safety, Page 6

1993 Aviation Art Awards Presented



At left, Tamara Corley of E.E. Taylor Elementary accepts her award from SCAC Chairman Jim Hamilton. Pictured above are the 1993 International Aviation Art Contest winners: Michael Shannon, Gabrielle Dyches, Valerie Matchette, Matt Baker, David Baker, Clint Harris and Corley.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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From the Director's Desk

Airports and the S.C. Code

The South Carolina Aeronautics Commission operates under State Law called Title 55 of the South Carolina Code. In that code, it states that all airports must be registered with the Aeronautics Commission, be they private or public.

The FAA has a regulation that requires all airports either private or public to receive air space designation prior to operation.

You are probably aware of these two rules, but up until this point in time, I think we have by and large neglected the importance of these rules.

The Aeronautics Commission is not a regulatory agency and is by design an advisory agency. That may be the reason for my concern at this time.

It has been brought to my attention by more than one attorney that in the event of any type of accident, incident or other occurrence, insurance companies do investigate and when they discover technicalities which allow them to delay or in fact deny payment of claims they do so.

More than one attorney has also told me that by ignoring these two rules, we have the potential to create a natural disaster for someone operating a public or private airport.

By that I mean, if you were to have an incident at your private airport and you had not registered it with the Aeronautics Commission, or if you had not obtained a certificate from the FAA designating your airspace, you would in fact, be in violation of the South Carolina Code

and the FAA Regulation.

I feel strongly that the insurance companies would look to this as an opportunity to either delay or perhaps deny payment on any claim that you may have.

Ramifications of this could be widespread or far-reaching. The owner of the airplane could have claim against you that would require you to deplete your assets just to make the payment to whomever the claimant may be.

There are just so many things involved that I have, in speaking to different groups around the state, expressed my concern in these two areas.

Again, it is not our intention to try to force you to register your airport and we don't want the information to use in an enforcement situation.

As to why we would want the information, there are several reasons.

One is, we need on record, the owner and point of contact for all airports should an emergency arise in that area so we could contact the person involved and receive permission to use that airport during whatever the emergency may be.

Second, we need to have an inventory of the airports throughout the state so that our long range planning for public airports will not interfere or conflict with the airports that are now in operation throughout the state.

The South Carolina Aeronautics Commission spent approximately

See Airports and the Law, Page 6



Saleeby

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: P.O. Drawer 280068, Columbia, SC 29228-0068. Phone (803) 822-5400 or 1-800-922-0574.

Osborne Named Employee of the Quarter



Gerald Osborne (l) receives his award for Employee of the Quarter from Commissioner De Ville.

Gerald Osborne, an employee in aircraft maintenance, was named the S.C. Aeronautics Commission Employee of the Quarter in May.

Osborne, who is the Grounds Support Technician Supervisor, has been in state service since 1973 when he worked with Capitol Police. He began working for the S.C. Aeronautics Commission in September 1980.

During the awards presentation at SCAC, Commissioner "Coupe" De Ville said Osborne, "Has done an outstanding job in the performance of his duties and is certainly a most dedicated employee of the commission."

CONSTRUCTION NOTICE REQUIREMENT

To protect operational safety and future development, **ALL** proposed construction on the airport **MUST** be coordinated by the airport owner with the FAA Airport's District Office **PRIOR** to construction.

FAA's review takes approximately 60 days.



Columbia-Owens Downtown Holds Open House for Habitat for Humanity

Columbia Owens Downtown Airport is having an Open House to benefit Habitat for Humanity, Saturday, June 12, from 10 a.m. to dark.

The event, open to the general public, is expecting large crowds to see the airport, view static displays of antique, homebuilt, modern, business and military aircraft.

Sight-seeing flights in various aircraft and tethered balloon rides will be offered for a small donation.

In addition, several local politicians have offered to be targets in the clown dunk.

The aviation community and local businesses have contributed all the overhead costs for the event, so that all proceeds will go to benefit Habitat for Humanity. All contributions will be used to build a Habitat for Humanity Home in the local airport neighborhood.

Aviation Calendar



June 12
Open House
Columbia-Owens Downtown

June 13
Breakfast Club
Florence Regional Airport

June 27
Breakfast Club
Alan Smoak--host
Do-Little Field, SC

July 2 - 5
Freedom Weekend Aloft
Donaldson Center
Greenville

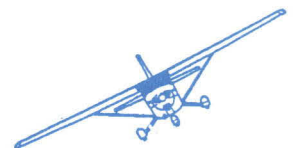
July 11
Breakfast Club
Davis Field
Estill, SC

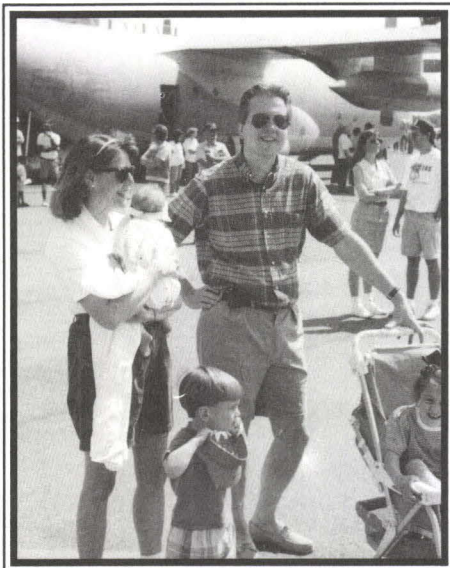
July 18
Breakfast Club
Washington-Wilkes Airport
Washington, GA

July 25
Breakfast Club
Barnwell County Airport

August 1
Breakfast Club
Pickens County Airport
Liberty, SC

August 8
Avery County
Spruce Pines, NC





At left, Guy and Phyllis Valainis enjoy the Warbird Scramble. At left, Spartanburg City Councilman, "Pot" Lindsey and friends share the fun.



Spartanburg Scrambles for Fun

More than 32,000 people came to join in the fun at the annual Spring Fling weekend at Spartanburg.

The annual May event featured a Warbirds Scramble at Spartanburg Downtown Airport, tethered balloon rides, static displays and lots of barbecue.

One of the highlights was seeing a Navy/Marine F4U Corsair fighter, like Pappy Boyington's, fly over the

airport. An authentic Russian YAK-18, a Spanish Seta 200 and a Japanese Kate torpedo Bomber were on hand to delight the crowds.

During Saturday's events, a bevy of F-16 jet fighters from the S.C. Air National Guard and a C-141B Starlifter jet transport from the Air Force Reserves circled around Spartanburg Downtown to add to the excitement.

AOPA Joins National Weather Service for ASOS Training Program

The AOPA Air Safety Foundation and the National Weather Service have agreed on a collaborative program to educate pilots on new automated weather observation and dissemination systems.

The agreement was signed last month and will be implemented with the cooperation of the FAA.

"We're proud that the Air Safety foundation is able to undertake this key project," said ASF Executive Director Bruce Landsberg. "Pilot understanding of this new, automated weather technology is absolutely essential to safety."

Under the accord, the Foundation will prepare and disseminate a five-part nationwide user education program on the Automated Surface Observing System (ASOS), Automated Weather Observation System (AWOS), and the Automated Terminal Information Service (ATIS).

NARA Appoints South Carolinian to Post

The National Aircraft Resale Association has appointed an Ethics Committee on issues dealing with aircraft sales transactions.

The committee's purpose is to enforce the NARA Code of Ethics for aircraft sales by its members. Named to the committee are Tom Ashworth, Austin Jet International, Tex.; Mark Bloomer, Avtel International, Calif.; and T.H. Dorsey, Eagle Aviation, Columbia, S.C.

Wilson Buie Jr., was decorated veteran, S.C. Aeronautics Commissioner

Services for Lt. Col. Wilson R. Buie Jr., were held Tuesday, April 27 in Williamsburg.

Lt. Col. Buie died April 25, and was the son of the late Col. Wilson Sr., and Willie Snow Buie. He graduated from Valley Forge Military Academy and The Citadel, class of 1938. He also graduated from the Air Force Flying School. He was the youngest squadron commander in the Air Force and was first stationed at Greenville AFB.

A decorated combat pilot and wing air inspector in the European theater, he was also an attaché officer

in the Pentagon. After World War II, he was a civil technical adviser to the ambassador to Syria.

He retired from the Air Force Reserves in 1968 as a wing intelligence officer at Shaw Air Force Base. He was appointed by then-Gov. John West as commissioner of the Sixth District on the Aeronautics Commission.

For 27 years he was owner and operator of Kingstree Hardware and Sporting Goods.

Surviving are his wife, Eleanor Buie; a daughter and a son, both of Columbia.

Profiles in Aviation

Sen. John Russell -- An Aviation Optimist

In the midst of legislative aides scurrying about delivering messages and lobbyists ready to bend an ear, Senator John Russell is a calming force.

His presence in the South Carolina Senate for more than five years doesn't seem to ebb and flow with a vast majority of politicians. Russell is a man who knows what he wants, and will get there in his own time.

On a sunny afternoon in the heat of the legislature, Russell is cool and thoughtful.

He's always been interested in aviation, from the time he was a very small boy, and got a chance to take flying lessons at Stinson Municipal in San Antonio, Texas. "Then, you could get a 150 and an instructor for \$13 an hour. It was 5 bucks for the instructor and 8 bucks for the airplane in 1975."

His interest in aviation has carried over to all parts of his life, including a spot on the Senate Transportation Committee.

"I think that my flying gives me a unique perspective," the Spartanburg Senator said. "You only need to point at recent devel-

opments with BMW to see that being close to an airport capable of taking large transcontinental aircraft was paramount to them."

Russell said the ability to "keep those 45 counties with airports viable and well maintained" is a priority for him since government now has less funding and more need.

Finding a recurring funding source is the biggest obstacle for Russell, but returning to an aircraft registration law is not the answer, he said. "We're just going to have to explore ways to enhance present revenue sources or ride some other areas to include aviation."

Financing airport improvements during financially strapped times, he said, is vitally important and requires creativity.

"Some legislators and I have gotten together and talked about using SHIMS funds to get a more reliable funding source for aviation, instead of bonds."

SHIMS funds, the Senator added, are primarily used for highways, but there is a portion allocated for economic development which Russell said he would try to allot for airports.

Airports are not the only ones hit with diminishing resources, said the Spartanburg pilot who has more than 2200 flight hours. "The cost of aviation has skyrocketed. That's the biggest frustration and challenge to me, I hate to see that."

Russell also said he wants to make it easier for aviation businesses to settle in the state.

"We'd like to work more with the state Development Board to at-

tract some type of aviation business here."

One such industry, Russell said, would be a component manufacturer which might locate at Donaldson Center.

He said several states have gotten together and given entrepreneurs attractive packages, like BMW's.

"..The cost of aviation has just skyrocketed. That's the biggest frustration."

"To start the seeds of an aviation industry in South Carolina, I would like for business and industry leaders to

meet with a few members of the legislature to explore the possibility for our state," he said.

As for the future of aviation, he said, "I'd like to see viable airports continuing to maintain their present assets and expand on them. Perhaps putting in instrument approaches in airports near economically enriched areas. I'd like to maintain these assets -- and that's going to be hard enough to do this year."

Even though money may be tight, the senator remains optimistic, "Let's turn the base closures into assets. Let's try to salvage the best we can so we can bring in jobs for people with an aviation facility."

Senator Russell has a plan for making the state a better place to live, and it features one of the states best assets -- aviation.

"One of my pet projects," he added, "is having an air museum at Myrtle Beach. It's a wonderful location, has the right number of people coming through, and it would be good for Myrtle Beach."

And the plans from the Spartanburg Senator will be good for the state's aviation community.



Sen. John Russell works at his desk in the Gressette Building.

Airports and the S.C. Code of Laws

Continued from Page 2

\$300,000 to have a Systems Plan designed which shows the growth of aviation and aviation assets in South Carolina and how that should be accomplished to provide the level of service necessary to compliment industrial and economic development throughout the state.

This all needs to be taken into consideration as we continue to try to achieve the goals of the System Plan.

I solicit your cooperation in reg-

istering your airport with us so that we can provide an organized, orderly growth of aviation in the state.

Also, so we can have on file a record of your airport in the case of an emergency.

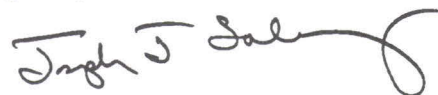
If you have further questions, regarding this, I would recommend that you contact John Floyd at the South Carolina Aeronautics Commission at 1-800-922-0574.

Again, your cooperation would

be appreciated.

If you know someone who has an airport that may or may not have had an opportunity to register it, I would ask that you would encourage them to do so.

I think overall, aviation in the state of South Carolina would benefit greatly from this.



FAA Master Mechanic Award

The FAA has announced a very special award, the Charles Taylor Master Mechanic Award.

The Award named for Charles Taylor, the Wright Brothers' aircraft mechanic will be awarded to the quiet heroes of aviation.

To be eligible, an individual must be a U.S. citizen, and have worked at least 50 years in Aviation Maintenance.

For 40 of the 50-year requirement, the individual must have worked as a FAA/CAA certificated mechanic or repairman.

The remaining 10 years must have been working in aviation in either the military or civilian aviation maintenance capacity.

To be considered for the award, ANYONE can send a letter to the local district office asking to be considered for the award or recommending someone for the award.

The letter must include the names of three certificated mechanics or repairmen who recommend the individual for the award.

Airport Safety Ordinances Needed

Continued from Page 1

restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce the compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

Further, Title 55-9-240 states: "All land surrounding public-owned airports in the state, which are funded

partially or wholly by this State, shall be zoned by appropriate county, municipal or regional authorities so as to conform with pertinent regulations of the Federal Aviation Administration, Department of Transportation."

These above mentioned requirements are very important to the development of your airport and aviation in the state. Every effort should be made to comply with these requirements. If you should need further information, please contact William A. Walls, Assistant Director/Airports, at 1-800-922-0574 or (803) 822-5400.

"Fifi", "Diamond Lil" & "Tinker Belle" Coming to S.C.

If you like history and airplanes, you don't want to miss the visit of three old ladies, "Fifi", "Tinker Belle" and "Diamond Lil", who make their visits later this summer.

The Confederate Air Force, an aviation preservation organization, will be bringing the B-29 "Fifi", the C-46 "Tinker Belle" and "Diamond Lil" to Greenville Downtown Airport on August 24, and to Columbia Metropolitan Airport on August 31. All three aircraft will be open to the public for touring.

The B-29 was the aircraft type noted for dropping the atomic bomb on Hiroshima and Nagasaki, during the China-Burma-India theater.

The C-46 aircraft was used during WWII by the Airborne Division in different theaters of the war.

"Diamond Lil" is representative of the Liberator bomber aircraft and is the oldest aircraft of her type in existence.

FYI from the FAA

Descent to the MDA and Beyond

The following is an article from the FAA, produced cooperatively with the General Aviation Manufacturers Association, Jeppesen Sanderson, Inc., King Radio Corporation and the FAA.

Here are some helpful hints for instrument approaches.

○Review the instrument approach procedures during pre-flight planning.

○Check the departure, destination, and alternate airports for at least the following considerations:

- Approaches available and their compatibility with the aircraft equipment,
- Limitations on use of approaches,
- NOTAMs affecting the approaches,
- Straight-in-landing DH or MDA and visibility minimums,
- Circle-to-Land MDA and visibility minimums,
- Sources of weather updating service,
- Effects of remote altimeter settings, and
- Missed approach procedures and limitations.

○Check the required aircraft approach aids before takeoff.

○Know the minimums for the approach category of the aircraft being flown.

○Establish your own personal approach minimums based on recent instrument flight experience and familiarity with the aircraft and equipment to be used. Your

personal minimums may be higher than published approach minimums, but cannot be less.

Fly the instrument approach procedure as published.

○Plan an orderly descent to reach the Minimum Descent Altitude prior to the Missed Approach Point.

○Maintain the Minimum Descent Altitude for the approach being flown until the runway environment

is in sight and until descent is necessary to make a safe landing.

○Immediately execute a missed approach if the runway environment is not clearly visible at the Missed Approach Point if it is lost at any time thereafter.

○Make the initial missed approach turn toward the runway if visual contact is lost during the circle-to-land maneuver.

○Fly any required missed approach procedure with the same precision used for an instrument approach.

○Cancel your IFR flight plan with the ATC if VFR conditions are met and you elect to proceed VFR.

DON'T fly an instrument approach procedure unless all required approach aids are available, operating, and used.

DON'T descend below the Deci-

sion Height or Minimum Descent Altitude without the runway environment in sight.

DON'T attempt a circle-to-land maneuver at the straight-in-landing Minimum Descent Altitude.

DON'T commence or continue descent for landing without the runway environment in sight.

DON'T deviate from the published instrument approach procedures unless you are in VFR conditions and you have cancelled IFR with the ATC.

There are many publications available to pilots through the FAA, many of which are free.

Have you seen the following presentations from the FAA Accident Prevention Program Specialist?

"Don't Flirt -- Skirt 'Em"

"Engine Operation for Pilots"

"Fact of Twin Engine Flying"

"General Aviation Normally Aspirated, Direct Drive, Engine Operation"

"Multi-Engine Emergency

Procedures"

"Pilot Prerogatives"

"Propeller Operation and Care"

"Stepping Up to a Complex Airplane"

"Take Off Performance Considerations for the Single Engine Airplane"

"Time in Your Tanks"

"Weatherwise: Go or No Go?"

If you would like one of these publications, contact the FAA Accident Prevention Program Specialist at (803) 765-5931.

...Establish your own personal approach minimums based on recent instrument flight experience.

...DON'T attempt a circle-to-land maneuver at the straight-in-landing Minimum Descent Altitude.



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**This Month....
Inside Palmetto Aviation**

○"Fifi", "Diamond Lil" & "Tinker Belle" Coming to S.C.
○Sen. John Russell: An Aviation Optimist
○S.C. Airports and the S.C. Code of Laws
....and much, much more!!

An URGENT Message for S.C. Airports

**To Receive Federal or State grants for airport improvements,
your airport MUST have an ordinance regulating and restricting
the height of structures and objects, or natural growth in the
vicinity of the airport.**

**Please contact John Floyd or William A. Walls of the S.C. Aero-
nautics Commission, 1-800-922-0574 if you have any questions.**

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